## What is claimed is:

- 1. A method of controlling an engine, in which, on the basis of a first variable which characterizes the injection quantity and a second variable which characterizes the angular position at which the injection quantity is metered, a third variable which characterizes the torque supplied by the engine is determined; on the basis of a fourth variable which characterizes the driver's intent, a fifth variable which characterizes the torque desired by the driver is determined; and the third variable and the fifth variable are analyzed for the purpose of fault monitoring.
- 2. The method according to Claim 1, wherein the first variable corresponds to the actuation duration of an output stage or in particular a solenoid valve or a piezoactuator.
- 3. The method according to Claim 1 or 2, wherein the second variable corresponds to the angular position of the crankshaft at which the injection takes place.
- 4. The method according to one of the preceding claims, wherein the fourth variable corresponds to the position of an operating element.
- 5. The method according to one of the preceding claims, wherein a fault is detected when the third variable and the fifth variable differ by more than a threshold value.
- 6. The method according to one of the preceding claims, wherein the fault monitoring takes place only in certain operating states.
- 7. A device for controlling an engine, having means which, on the basis of a first variable which characterizes the injection quantity and a second variable which characterizes

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the angular position at which the injection quantity is metered, determine a third variable which characterizes the torque supplied by the engine, and, on the basis of a fourth variable which characterizes the driver's intent, the means determine a fifth variable which characterizes the torque desired by the driver, and they analyze the third variable and the fifth variable for the purpose of fault monitoring.

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